Beach Point and

Cape Bear

By

Chester MacKenzie

This is to relate some events that have occurred in Beach Point since the year 1806.

The settlement of Beach Point was named after the long sand beach that extends into the waters of Murray Harbour. An elderly citizen of Beach Point once told me that in the early days of settlement, Beach Point and Cape Bear were covered with forest.

In the year 1806 Captain James Irving settled in Beach Point. He purchased the land from Irving's Lane, now called the Wharf Lane, west to the Penny farm, north and south from shore to shore. Axel Irving, a descendent of James Irving, is living on the original Irving farm.

Some time after James Irving settled, John and James Penny came from England and settled on the farm west of the Irving property. Today, three Penny families are living on the Penny farm. Louis, Roy and Paul are descendants of James Penny.

Next came Hugh MacDonald who settled west of the Penny's.

In 1840 Edward Jordan, from England, bought the land east of Irving's Lane and south to Cape Bear. Two of his sons, Joshua and Richard, and one daughter, Mary, settled on the

Beach Point land. He gave each of them a farm. Wallace and George Jordan, descendants of Edward Jordan, are currently living on a section of Richard Jordan's farm. Edward also donated land for a cemetery, which is still in use. He also sold land to the settlers that began to arrive in the 1840s. The MacKays, Stewarts, Jacksons, Dalys and Williams came from Shelburne, Nova Scotia, while the MacLeods came from Scotland. In the following years other settlers began to arrive. The Cohoons came from Canso, Nova Scotia; the MacNeils and the MacKenzies came from Cape Breton; the Stricklands, Billards, Colberts, Bennets, Daws and Boudriges were from Newfoundland. Later in the 1860s William Herring and his family came from England and settled on Indian Island, later known as Gordon's Island. The Indians lived on this island in the summer, but moved inland for the winter.

The Log Cabins

One log cabin was located in Richard Jordan's shore field where Gerald MacNeil now lives. It was occupied by Isaac Stewart and his wife who was formerly from Shelburne, N.S.. In 1885 when Mrs. Stewart died, Isaac moved back

to Shelburne. Lot Graham and family, the next occupants, lived in the cabin until they moved to a house they built at Irving's Lane. Edward Colbert was the next occupant for a short while. Richard Jordan eventually bought the cabin and had it torn down in 1918.

After Isaac Williams death, Ed Colbert bought his cabin and moved it to Williams Point where Alan Baker now lives. When Edward Colbert passed away, his family moved to the U.S.A. and the cabin was torn down.

The Buried Treasure

In the 1860s or 70s, a schooner came into the Harbour, and anchored west of the Beach Point wharf. At high tide some people from the vessel came ashore west of Beach Creek. They carried an old man along the shore in a hand barrow, until they came to what was called Hume's Bush. They spent some time at the Bush, then they returned to the schooner. By the next morning the schooner had departed. The following day some men went to the Bush to investigate. They found a hole and marks in the clay where the crew from the schooner had removed some thing

from the ground.

Ship Building

In the 1840s, J.C. Pope came from Summerside and started a shipyard at the Beach. John MacLeod was foreman at the yard, which stayed under the Pope management until 1872. Hon. Daniel Davies then bought the Beach including the shipyard. He built a blacksmith shop to make the iron work for the ships. Whip saws were used at the yard. Two men could saw 200 board feet in twelve hours. The broad axe and adz were used to shape some parts of the ships. The yard was under Davies' management until the 1890s when lumber began to get scarce. The last three ships built and owned under the Davies' management were the "OMEGA", "ELISHA CROWEL" and "T. B. SCOUT". The last ship built at the Beach was the "WILENA FRASER" a small schooner built for Alexander MacKenzie.

The Davies and MacFadyen Era

When Hon. Daniel Davies bought the Beach he enlarged the wharf and built a fish house, lobster factory, general store, slaughter house,

ice house, can shop and a large dwelling. In 1877 Hon. Daniel Davies retired and sold his establishments to his business manager, Malcolm MacFadyen from Cape Breton. On February 6, 1878, fire destroyed the factory and fish house. However, when the lobster season opened in April, they were back in business. In two years time, the Beach had been restored better than ever. It was the best equipped fish processing plant on P.E.I.. On April 2, 1891, another fire destroyed part of the Beach. It destroyed the can shop, dories and other fishing equipment. Since it was so late in the season they were unable to get a factory built and opened for this processing year. They were back in business the following year but on a much smaller scale. This factory stayed in business until 1896 when a third fire destroyed part of the Beach. Due to financial problems, Malcolm MacFadyen sold his assets and left Beach Point. The large house at the Beach was known locally as the Beach House.

The Beach House

When Malcolm MacFadyen was selling his assets at the Beach, William Hugh bought the Beach house. William made a deal with

Alexander MacKenzie and his son John who were living at the Beach. They would help dismantle the house for a share of the lumber. Alexander's share was hauled to a lot that he had bought from William F. Herring. Alexander built a house. The rest of the lumber was hauled up the ice to William's farm where he built a large dwelling.

Old Store Point

When the store was built at the Beach, the point of the Beach was known as Old Store Point.

The Can Shop

The cans for the lobster were hand made in a size to hold 1 pound of lobster meat. They were shaped with a hand press and soldered. A half moon iron was used to solder the ends. The cans were made in the winter months by people like Laughlin MacNeil and Hedley Penny who were the last tin smiths at the Beach.

The Ice House

Ice that was to be used in the summer was stored in the ice house. Usually, 48 to 50 tons of ice were stored in a large building and insulated with saw dust.

The Slaughter House

The slaughter house bought the farmers surplus cows, hogs and sheep. The meat was salted in 200 pound barrels and shipped, not only, to the local markets, but also to various markets around the Maritimes. The hides were sold to the local tannery to be made into leather.

The Post Office

The first post office was located at the Beach. It then moved to John MacKenzie's, Abraham Daly's, and finally Richard Jordan's. When the train started coming to Murray Harbour, the post office was moved there and the people of Beach Point received their mail by rural delivery.

Louis Davies

Louis Davies was the next to take over the Beach. He hired William Harris senior as production manager. They packed for two seasons. During this time the two men owned a steam tug boat called the "SCOUT". It was used to tow the fishing boats to and from Fisherman's Bank.

Mortimer Jordan

In 1905 Mortimer Jordan began packing lobsters. This lasted for two years.

Prowse and Sons

In 1859 Hon. Samuel Prowse came from Charlottetown and settled at Murray Harbour. In the early 1860s, he built a large general store. He also built a fish processing plant on Indian Island. The fish were salted and dried for export.

In 1882 Hon. Samuel Prowse, in partnership with Charles and John Lelacheur, built a lobster cannery at Guernsey Cove. Prowse also built a boiling house at Cape Bear on land owned by Charles White. (Current owner is Wallace White, Charles' grandson.) They bought lobster from the Cape Bear fishermen, then boiled the lobsters and trucked them to the factory in Guernsey Cove.

The Lelacheurs sold their share to Prowse in 1885. The factory was moved to Cape Bear where it remained in operation for a number of years. In 1907 Prowse bought the Beach and moved their factory, across the ice, from Indian Island to the Beach. They built a fish house and a cook house to feed the workers. When the fishermen began to use the gasoline engine, they

landed their lobsters at the Beach factory. Only a few boats were still landing their lobster at the Cape Bear factory, not enough to keep the boiling house and factory in business. Prowse hired David White to truck the Cape lobsters to the Beach cannery.

In 1925 the Prowses went out of business and the factory remained closed for two years. Presently, the only buildings remaining are the Cape Bear lighthouse and the Beach Point lighthouse. Everything else has been torn down and hauled away.

Fred and Louis Johnson

Fred and Louis Johnson operated the factory until 1933 when they went out of business.

When the Johnsons went out of business, Fred Magee bought the Beach and closed the factory. He smacked the lobsters to Pictou, N.S..

In the 1920s Beck and MacKay began to pack lobsters in a factory on James Hume's land. In 1929 they moved to the Wharf Lane and packed there until they went out of business in 1933.

Present Day Processors

The early 1940s saw Keeping and MacKay operating a salt fish plant. They later changed it to a canning factory for both fish and lobster. The business is still operating.

The Beach Point Fisherman's Co-op began to form in the early 1930's. It was 1936 before they had a factory of their own. They are still in business. John MacNeil's book gives a complete history of the Co-op.

The Cod Fishery

Fishermen taking part in the Inshore cod fishery used dories and sail boats. The methods of catching fish were the hand line and the set line. All the fish that were caught were salted and dried. When the small schooners went fishing, they fished on the Offshore fishing grounds. They used the same method for catching as the Inshore boats but salted the fish aboard the schooner and came ashore for the weekends. Some fishermen owned ice houses and fish houses where they salted and dried their own fish.

The last schooner to fish cod out of Beach Point was the "JOHN J.". This hand liner was owned and captained by John MacKenzie and

employed a crew of six.

After World War One the government built a small wharf at the end of Irving's Lane. The Lane became known as the Wharf Lane.

In the early 1920s, the Gordon Pew Company came from Nova Scotia to buy fish at Beach Point. They built a salt fish plant at the end of the Wharf Lane on land owned by Vernon Jordan, presently owned by Keeping and MacKay. A schooner came in the fall to pick up the summer's catch. This process continued until the late 1920s, when the fish market collapsed.

The Lobster Fishery

During World War One the schooners were unable to supply the offshore market with salt fish. This left a surplus of fish on the local market and very low prices. In the fall of 1917 the government gave the fishermen a lobster season to supplement their income.

When the fishermen started to fish lobster, the first method used was the hoop trap. The next method was the Wheeler trap. It was used for a few years. Eventually the Jack trap was used for many years. The fishermen are still fishing variations of the Jack trap.

The first lobster fishing on Fisherman's Bank was with schooners. The schooners towed the boats out and waited until they hauled their traps then they towed them in to shore. When Prowses' began to operate at the Beach, they had two schooners anchored on the Bank for the fishermen to live aboard. They came ashore for the weekends. Freman Reynolds smacked the lobsters to the Beach with a large boat powered by a 24 horse power engine. The schooners were the "M.A. LEWIS", captained by Albert MacLeod and the "MINNIE MAC" captained by Horace Hyde. The Inshore fishery was done with dories and sailboats. The price of lobster was one cent each regardless of size. The canned lobster sold for 12 cents per 1 pound can.

In the early days of lobster fishing, the company owned the fishing equipment. This continued for some fishermen into the late 1920s, but many other fishermen owned their boats and fishing equipment before 1920.

Beach Point Light Houses

The first lighthouse at the Beach was built in 1869 and a second lighthouse was built about one mile west at Penny's Point. They were range lights to guide ships into the Harbour.

The Brick Kiln

At one time a Brick Kiln was being operated on Malcolm MacFadyen's land, later known as the Chapman property. It used the local brick clay for the brick. It went out of business about 1890.

Malcolm had built a large barn south of the Brick Kiln to house his horses, to store their feed, and to keep fishing equipment. When Edward Chapman bought the property the barn became known as Chapman's Barn.

Chapman's Well

The well called Chapman's Well in the early 1900s was originally the MacFadyen well. It was a spring coming out of the ground. Malcolm MacFadyen had it dug to a depth of three or four feet and walled with stone. He used it to water his horses. Some early settlers also obtained their water supply from the well.

Jordan's Emulsion

In the early 1890's Richard Jordan began to manufacture an emulsion for coughs and colds. The emulsion contained cod liver oil and other ingredients making it thick and creamy with a

winter green flavour. It sold for 50 cents a bottle. The business lasted until about 1920. "Jordan's Emulsion" a poem by Edward Jordan has been included as Appendix A.

Steamers

The "ELECTRA", registered tonnage 78, with a 25 horse power engine, went into service in 1888 between Georgetown, P.E.I. and Pictou, N.S.. It called at Beach Point on its trips.

The "ENTERPRISE", 98 tons and 42 horse power, took over in 1907 and continued until 1917.

The "S.S. HARLAND" served until 1920 and was followed by the "S.S. TUSTLE" until 1923.

The route was similar for all the boats and they carried both freight and passengers. In 1925, Percy White, with the schooner "MURIEL" ran a packet between Beach Point and Pictou N.S.

Beach Point Taxi Service

The Beach Point taxi service consisted of Richard Jordan and his brother Joshua. They would meet the steamers at the Beach Point wharf. With horse drawn wagons, they picked up

passengers and their luggage and would take them to outlying districts.

Hotel

The Sencabaugh Hotel catered to the steamer passengers. Some people spent their vacations at the Hotel. There was a dressing room in the Chapman's Shore field for those who wished to go swimming. A horse drawn wagon was available for transporting the people from the hotel.

Stores

When the store at the Beach went out of business, John Cohoon operated a small grocery store. After John's death, James Hume sold groceries for some years. When James went out of business, Howard Cohoon kept a grocery and hardware store. Howard then moved to Murray Harbour, so John Williams sold groceries for a few years until he went into the Navy. Then William Jordan operated a store until his death. Will's was the last general store in Beach Point.

Gasoline Engine

In 1906 Bruce Stewart, of Charlottetown,

began to manufacture the Imperial Engine. Willard Jordan and George Stewart were the first in Beach Point to own an engine. It was a 5 horse power, 2 cycle engine. Soon other fishermen began to purchase engines. The 5 horse power was the favorite and they were very dependable. Some fishermen used Gray Engines that were manufactured in U.S.A..

Storm Signal

In 1909 the Government erected a storm signal pole on James Humes property. The signals were a cone and drum. The cone with the point up was for a light westerly wind and with drum attached it meant heavy westerly. The cone with the point down was a light easterly wind and with the drum above the cone it was a heavy easterly wind. The pole was moved to the Lane Wharf in 1923 and was discontinued in 1927 when the radio began to broadcast.

Weather Reports

A telephone was installed in James Hume's house so he could receive the weather reports. It was the first and only phone in Beach Point.

Churches

The first church in Beach Point was the Methodist Church built in 1877. It was on a piece of land purchased from Richard Jordan. It stayed in service until 1925 when the Methodist and Presbyterian united and went to Murray Harbour. The building was used as a community hall for several years until it was torn down in the 1930s. The Baptist Church was built in 1888 on land purchased from James Penny I. This church stayed in service until 1928 when it was cut into sections and moved.

The Rink

In the 1920s the Beach Point Rink was located at Church Pond, a large Pond by the Methodist Church. The area used for hockey was fenced with boards. It stayed in operation until they built a new rink in a field owned by William Harris. The Rink had an electric power plant and had its own electric lights, enabling the community to play at night. There were many exciting games at both rinks. It remained in operation until the late 1930s when many young men started joining the Army and Navy Reserves and were away training in the winter months.

Silver Foxes

About 1915 Willard and Fletcher Jordan built a fox ranch on part of their father's farm and began to raise silver foxes. Soon others began to get interested and began raising foxes. In the 1920s about a dozen were raising foxes in Beach Point and Cape Bear. It was a profitable business for several years, but the market for fur declined and many ranchers went out of business.

Automobiles

In 1917 Willard and Fletcher Jordan owned the first automobile in Beach Point. It was a King touring car. The next car, a Model T Ford, was owned by Thomas Bartlett. In the 1920s, cars became quite common. When the first cars came to Beach Point, they were only allowed on the road three days a week. This limitation was due to the fact that the horses were afraid of the cars.

Lem's Forge

In the 1920s Lemuel Baker operated a forge for a number of years. It was at the corner of Irvings' Lane and the road to Murray Harbour. It was on the corner of what is now William

MacKenzie's lot. The forge was destroyed by fire and never rebuilt.

Cranberries

When the first settlers came to Beach Point and Cape Bear they found cranberries growing. They soon discovered they could cultivate the berries. In a few years they had berries to sell. The schooners bought the surplus berries and sold them in other ports. In the 1920s and 1930s they became an important crop. They were shipped by rail as far as Montreal. However, when the war started in 1939 the cranberry farms became deserted since there were more important things that had to be done.

Rum Row

In the 1920s, Rum Row was the territorial limit three miles from shore that the schooners stayed outside when carrying their contraband goods. Cigarettes were 10 cents for a pack of 20. Rum was $4.00 per gallon or $20.00 for a 5 gallon keg. Whiskey sold for $1.50 per quart. When the government introduced the 12 mile limit, Rum Row ended.

The 1920s

At the end of World War One and as the Spanish Flu subsided, we entered the Twenty's. Electricity and television did not yet exist in Beach Point. There were battery radios, fish were plenty, and schooners were busy carrying fish and farm produce to various ports. The schooners returned with back coal, salt, gravel and other materials that were needed. There were silver fox farms, automobiles, a school, two churches, a general store and Rum Row. Times were good until the 1929 Market Crash.

The 1930s

After the market crash we entered the Thirty's also known as "The Hungry Thirty's". Lobsters were from $3.50 to $3.75 per hundred pounds. Split hake ready to salt was 40 cents per 100 pounds. Dry salt hake was 2 cents per pound. Boneless cod was 8 cents per pound. Salt herring was 1 cent each. Quahaugs were 40 cents a 100 pounds. Soft shell clams were 35 cents per bushel. In 1939 at the beginning of World War Two, when the Irish Moss industry began, times began to change.

Irish Moss

At the beginning of World War Two, Henri Touplon from Montreal came to Beach Point to investigate the Irish Moss situation. He found the moss plentiful. Charles Richards began to buy moss. The moss had to be dried and baled before shipping. In 1940 a building was built in which the moss would be stored. Also, in that year the first carload of moss was shipped from Beach Point. Charles Richards continued to buy moss for eleven years. Ray Stewart took over the business and bought at Beach Point for a few years. He then moved it to Murray Harbour and bought from there. Wet moss was 1 cent per pound while dry moss was 5 cents per pound.

Cape Bear

Cape Bear derived its name from the occurrence of a few bears roaming in the area. The road from Beach Point to Cape Bear is called Penny Road. Hector Penny lived at the north end of the road and Neil Penny lived at the south end of the road. In 1862 three White brothers settled at the Cape. There were four families living at the Cape then. Wallace White is currently living on his grandfather's, Charles White's farm.

In 1877 Cape Bear and Beach Point built a school on land purchased from Malcolm MacFadyen. It served both districts and continued to operate until 1948, when it was moved to Beach Point. A new school was built in 1957. The old school was moved and used as a fish house.

The Cape Bear light house went into service in 1881, it was 40 feet in height and was visible for 10 miles in clear weather. A dwelling was added for the light keeper and his family.

Marconi Station

In 1905, the Marconi Telegraph Company of Canada was formed and built wireless stations in Newfoundland and the Maritimes. One station was by Cape Bear Lighthouse. The company erected a 165 foot pole that sent and received messages from other stations and ships at sea. The station was in service 24 hours a day. On the 14th of April 1912, the Marconi station at Cape Bear received the first S.O.S. call from the "Titanic" when she ran into an iceberg and sank with the loss of approximately fifteen hundred lives. The Cape Bear Station remained in operation until 1922 when radio began to take

over. When the Marconi station went out of business, it was hauled to Guernsey Cove and used as a dwelling.

Cape Bear's Cannery

William Lamount began packing lobsters about 1900 at the Cape by the Brook. He stayed in business until 1912. In 1915 Freeman Hewitt began to pack lobster and continued until 1926 when he went out of business. In 1916 Hedley Penny began to operate a factory at Cape Bear. He canned lobsters, clams, quahaugs, beef and chicken under his own label "Yacht Brand". He remained at the Cape until 1923 when he moved to the Lane Wharf at Beach Point where he remained in business until 1955.

When Prowses' were canning lobster at Beach Point they built a boiling house at Cape Bear in Charles White's (Wallace White's grandfather's) shore field. They boiled the lobsters from the boats that fished off the shore and hauled the cooked lobster to the Beach Factory to be canned. When the gasoline engine became more popular, the boats began to take their lobster to the factory at the Beach.

The factory cook house, fishermen's shanties

and boiling house are torn down or moved. The only building remaining at the Beach is the lighthouse. The fish are also gone.

Electronics, hydraulics, greed, seals and government all helped to destroy the fishing industry.

Beach Point and Cape Bear
Boat Builders

Hugh MacDonald
Alex MacDonald
Philip Strickland

John Williams
Hugh Jackson
Kenny Williams

Schooners of Beach Point and Cape Bear

Ada Mac
Arazonia
Carrie M.C.
Clarisse
Dianthus
Donna
Elisha Crowel
Ethel Blanc
Four Brothers
Francis D Cook
Francis Willard
Genesta
Gertie M Star
Helen Viola
James Payne
Jane S

Alex MacDonald
William Harris
Luther Jordan
Edward Chapman
Joe Daly
James MacKenzie
Daniel Davies
Reuben Cohoon
Abe Daly
Hebert Cohoon
William F Herring
Luther Jordan
Joe White
William Irving
Bill Chapman
George Irving

J N S	George Irving
John J	John MacKenzie
Katie Burns	Joe White
Lena Marie	James MacKenzie
Leo	Edward Chapman
Marian Emerson	Reuben Cohoon
Muriel	Silas Sencabaugh
Nettie M G	John Cohoon
Never Mind	John MacKenzie
Nianza	Alex MacKenzie
North Star	Luther Jordan
Omega	Daniel Davies
Outlook	Hugh Jackson
Pearl	John MacKenzie
Rapture	Edward Chapman
Sea Bird	Joe White
T B Scout	Daniel Davies
Two Brothers	Joe Daly

Appendix A

Jordan's Emulsion
by Edward Jordan

Jordan's Emulsion, sweet and pure,
Is nature's never-failing cure
For the most dangerous complaints,
Whether of sinners or of saints.

To Christians it should not be given
Who wish to leave and go to heaven.
But those who dread the other place
May be restored in every case.

The reason it does so much good,
Is that it purifies the blood,
Which, driven onwards by the heart,
Diffuses health through every part.

It's flesh producing powers is great,
And all who use it gain in weight.
We very often hear folks speak

Of gaining full two pounds a week.

None who our great Emulsion use
Are ever troubled with the blues,
But feel so happy, light and gay,
That nothing seems to go astray.

It makes Debility clear out,
The Rheumatism too and gout;
In fact no sickness, ache or pain,
Where it is taken, can remain.

Colds and Bronchitis melt away
like snow upon a sunny day,
While for consumption 'tis more sure
Than the great Dr. Koch's cure.

It to the heart new strength supplies,
and brilliancy to languid eyes,
Makes strong as iron every bone,
and gives to every muscle tone.

It causes a good appetite,
and makes the stomach feel all right.

Death's scythe and darts no one needfear,
Who in its use will persevere.

With our great healer in a place,
He never shows his ugly face,
But casts a greedy, wistful eye,
Grinds his old teeth and passes by.

Many with constitution gone,
and nothing left but skin and bone,
Who seemed fast sinking to the tomb,
It has restored to youthful bloom.

While there is life there's hope, 'tis said,
Though none when once a man is dead;
But all who our Emulsion take,
Are sure to live and no mistake.

One reason all should bear in mind,
Why it excels imported kind,
Is that our matchless oil is got
From prime, large codfish as they're caught.

The Doctors-Robertson, McLeod and Barnes,

Proclaim its praise aloud,
And surely no sane person will
Question their judgement or their skill.

Thousands of testimonials show
That what we say is really so.
This truth with one accord they tell--
"We used Emulsion and got well".

Son, if you would be strong once more
And live until at least fourscore,
Only one thing remains to do,
What's that? Why use Emulsion too.

Since there is danger in delay,
Commence to take it while you may;
Let not disease have time to spread,
Until you're numbered with the dead.

The price is made so very small
that it may be obtained by all.
You have but fifty cents to pay,
So get a bottle right away.